# Vision-100 Century of Aviation Act



Office of Airports
Airport Planning and Programming
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### What is VALE?



- Began 2004 (FY '05)
- For all ground-based sources except aircraft
- Meets growing air quality and energy needs
- Supports air quality and airport improvements

### Expansion of funding eligibility (not a budget)

- More funding
- Earlier funding on voluntary projects
  - Ahead of required mitigation
  - Easier procedures and justifications
- Mobile sources
- Two FY'05 projects; more next year...



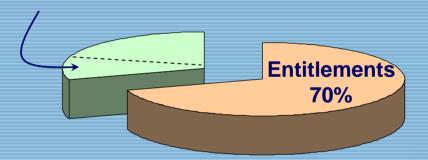


# Two Major Airport Funding Programs

### Airport Improvement Program (AIP)

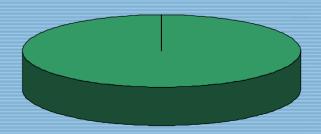
~\$3 Billion for FY'05

30% Discretionary
1/3 "noise and air quality set-aside"



# Passenger Facility Charges (PFC)

~\$2 Billion for FY'05





# Airports are a microcosm of the national fleet























## Challenges

- Going from a pilot to a national program
  - One-third of commercial service airports (~165 of 520) are eligible (in nonattainment or maintenance areas) including 41 of the 50 busiest airports
- Defining alternative and clean fuels
- Setting hard low-emission vehicle standards
- Building national agreement with EPA on airport emission reduction credits (AERCs)
- Integrating requirements
- Vision 100 provisions
- Clean Air Act
- AIP& PFCPrograms





## Agency Roles and Services



- AERC national guidance
- Technology certification
- Vehicle emission standards support



# State Air Quality Agency Early Involvement

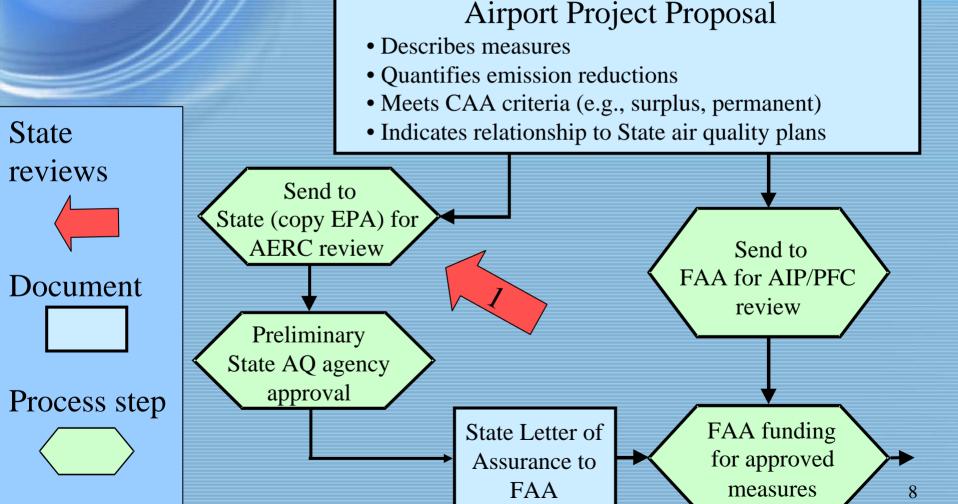
### State agencies can help airports by:

- Confirming airport NA/MA status
- Providing fuel and technology information
- Clarifying AERC criteria (quantifiable, surplus, enforceable, permanent)
- Identifying any issues with Transportation
   Conformity
- Deciding if VALE project should be inside or outside of SIP
  - States may use VALE to demonstrate "milestones" but not to show future attainment



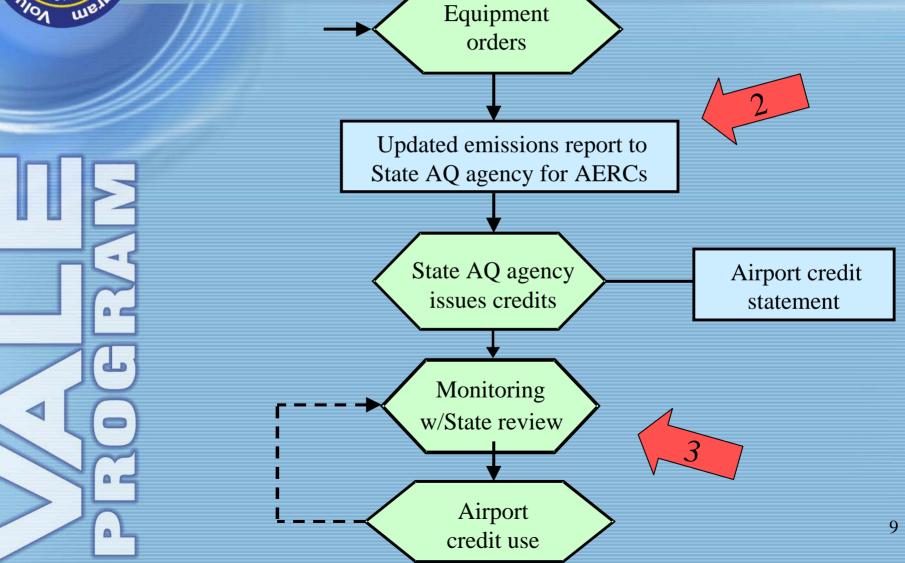


## Project Application Phase





# Project Implementation Phase





# FAA Funding is Contingent on State AERCS

### AERCs alter the old "dynamic"

"Why should airports voluntarily expend mitigation measures that could help later?"

### Vision 100 allows AERCs for:

- General Conformity
- New Source Review (\*under applicable State regulations)

### AERC requirements

- Consistent nationally
- Meet CAA criteria: quantifiable, surplus, permanent, Federally enforceable
- Issued on a timely basis





# AERC Specifics

### Annual method of calculating and using

- AERCs are not accumulated over time no "banking"
- Emission estimates are yearly over life of the project

### To simplify:

- Airport-specific no "trading"
- No State administrative fees out of AIP or PFC
- Standardized tools (e.g., FAA EDMS, worksheets)

### For General Conformity

- Applied as "design measures" to de minimis levels
- AERCs earned on 1:1 basis per pollutant

### For NSR

- Applied as "offsets"
- AERCs subject to NSR restrictions (EPA warns: "such conditions might suppress airport interest in early action")



# Program Management and Information Sources

### Managed by FAA regional offices

- Regional funding approvals
- Exception is one-time GSE Retrofit Pilot Program for 10 airports
- Information available at: www.faa.gov/arp/environmental/vale
  - List of eligible airports
  - Program announcement letters
  - FAA Guidance: Technical Report (with application procedures)
  - EPA Guidance: AERC Report